

**Mr. SPEAKER.**—I understand the sense of the House. We may go to the next item. I have given the agenda for tomorrow. We are meeting at 8-30 A.M. tomorrow with Question-Hour retained. There may be no Teabreak.

The House will now take up the Mysore Sales of Motor Spirit Taxation (Amendment) Bill, 1965.

**Sri H. R. KESHAVA MURTHY.**—Sir, should we not read the Bills? This is not in the order paper or agenda supplied to us.

**Mr. SPEAKER.**—The House has got the right to take up any business.

### **MYSORE SALES OF MOTOR SPIRIT TAXATION (AMENDMENT) BILL, 1965.**

*Motion to consider.*

**Sri RAMAKRISHNA HEGDE.**—Sir, I move :

“That the Mysore Sales of Motor Spirit Taxation (Amendment) Bill, 1965, be taken into consideration.”

**Mr. SPEAKER.**—Motion moved :

“That the Mysore Sales of Motor Spirit Taxation (Amendment) Bill, 1965, be taken into consideration.”

**Sri K. S. SURYANARAYANA RAO** (Mysore City).—I have a point of order, Sir. My point of order is one that we normally raised on all previous occasions also. This is a taxation measure which should have been accompanied by a financial memorandum. I am only sorry that no financial memorandum accompanies this Bill, at any rate the copy of the Bill in my hands does not contain it. It has been the practice and convention to have the financial memorandum in such cases and therefore it is but right that we should have the financial memorandum.

**Mr. SPEAKER.**—When extra expenditure is incurred, the financial statement is necessary.

**Sri K. S. SURYANARAYANA RAO.**—Even there, you should have said there is no extra expenditure involved.

**Mr. SPEAKER.**—Please state the rule or authority or Article of the Constitution on which the member is relying.

**Sri K. S. SURYANARAYANA RAO.**—Rules of procedure, page 22, Rule 68 :

“(1) A Bill involving expenditure shall be accompanied by a financial memorandum which shall invite particular attention to the clauses involving expenditure and shall also give an estimate of the recurring and non-recurring expenditure involved in case the Bill is passed into law.”

**Mr. SPEAKER.**—What is the expenditure the member has in mind.

**Sri K. S. SURYANARAYANA RAO.**—There are two things here. If we are not to follow the conventions or the rules in practice that were hitherto followed, it is up to the Speaker to say and I will take it as the ruling of the Speaker.

**Mr. SPEAKER.**—Hon'ble Members should not impute something fantastic to the Speaker.

**Sri K. S. SURYANARAYANA RAO.**—I apologise if I have wounded the Speaker, Sir.

**Mr. SPEAKER.**—It does not apply to Sri Suryanarayana Rao alone, let the Hon'ble Member think over it again.

**Sri K. S. SURYANARAYANA RAO.**—If there is no expenditure involved, at least a negative statement should have been there.

**Mr. SPEAKER.**—Will the Hon'ble Member kindly bring to my notice a single case where a negative statement is required as a mandatory Act?

4-30 P.M.

**Sri K. S. SURYANARAYANA RAO.**—This is a Bill which seeks to raise the financial resources of the State. I will try to furnish copies of Bills where financial statements are enclosed showing the anticipated revenue increases.

**Mr. SPEAKER.**—Should not the Hon'ble Member have it right before him when he raises a point?

**Sri K. S. SURYANARAYANA RAO.**—As required under the rules and as per the procedure following hitherto in this House, the Finance Minister has been giving statements of financial memoranda showing the revenue expected from a particular measure. I will place before the House copies of such Bills furnished to us earlier.

**Mr. SPEAKER.**—I have no objection to placing such copies. On that account, if the Member wants me to hold up the work, I am unable to do so.

**Sri K. S. SURYANARAYANA RAO.**—I make a statement of fact. If I am proved false, I am prepared to take.....

**Mr. SPEAKER.**—To take what? Is there any other Hon'ble Member who supports that point?

**Sri V. S. PATIL.**—It is rather difficult for me to support.

**Mr. SPEAKER.**—Please do not attempt that impossibility.

**Sri V. S. PATIL.**—The rules require or the Constitution requires—whenever any Bill is brought forward which seeks to increase or decrease the finances of the State, it should have been recommended by the Governor.

**Mr. SPEAKER.**—That has been done.

**Sri V. S. PATIL.**—My request is that should be printed in the Bill itself.

**Mr. SPEAKER.**—Hon'ble Members are not giving the House the attention it deserves. The recommendation of the Governor has been given. The consent of the Governor has been given and I have brought this before the House. If the Hon'ble Members are not aware or if they plead ignorance and take away the time of the House, I would say that they are not paying the attention that the House deserves.

**Sri V. S. PATIL.**—In the other legislatures including our Parliament...

**Mr. SPEAKER.**—Point for future guidance.

**Sri V. S. PATIL.**—I am making this request for the last five or six years. Why should we be forced to rake up this question every time?

**Sri H. R. KESHA MURTHY.**—In this House, we have been repeatedly requesting the Bills to be accompanied by Financial Memorandums. In spite of repeated requests, they are positively ignoring the pleadings of the Opposition.

**Mr. SPEAKER.**—I have not called upon the Hon'ble Member to participate in the debate.

**Sri RAMAKRISHNA HEGDE.**—I wish to submit that it is not necessary to make a speech. If I may call it, this is a one-word amendment Bill. The Bill seeks to amend section 3 of the present Act and the word 'five' is sought to be replaced by 'eight'. That is all, and the object of bringing this amendment is to have increased resources from this source.

**Sri ANNA RAO GANAMUKHI (Afzalpur).**—Sir, this Bill does not show that it has the recommendation of the Governor, for it is a Financial Bill. Every financial bill should contain a statement that it has the recommendation of the Governor. Unless it is stated, the House cannot know that the Governor has given his assent. I therefore raise a point of order.

**Mr. SPEAKER.**—Under what article?

**Sri ANNA RAO GANAMUKHI.**—I have not got the Constitution with me. My point is that the Governor's recommendation should be there. If you over rule, I cannot say anything.

**Mr. SPEAKER.**—There is no import in it and therefore I am unable to hold it. I asked the Hon'ble member to point out the rule but he cannot help me.

**Sri ANNA RAO GANAMUKHI.**—I have read many times but the Governor's recommendation is not there.

**Mr. SPEAKER.**—Then I will help him. Article 207 of the Constitution says that without a recommendation of the Governor, a financial bill should not be introduced. It does not say that it must be got printed in the Bill. All that it says is that the recommendation of the Governor should be there. I have read the recommendation of the Governor when the Bill was introduced. It has gone into the proceedings. Factually it is there before the House.

**Sri ANNA RAO GANAMUKHI.**—If the recommendation of the Governor has been obtained, it is all right.

**Mr. SPEAKER.**—I have read it and I will read it again. “In pursuance of clause 1 of article 207 of the Constitution, I, V.V. Giri, do hereby recommend that the Mysore Sales of Motor Spirit Taxation (Amendment) Bill, 1965, be introduced and moved in the Mysore Legislative Assembly”. Members will not be alert and study the whole position. I will now put it to the vote of the House.

**Sri V. S. PATIL.**—Sir, the Hon'ble Minister when he moved this Bill for the consideration of this House said that this is only one word Bill and it does not require any lengthy discussion. But, in the statement of Objects and Reasons, this one word Bill is going to increase the tax to the tune of Rs. 23 lakhs per annum.

Sir, even though this Bill is a small one and apparently there are only two clauses, we must see what the effect of this increase of taxation will be. In our country, as we all know, the prices of essential goods are spiraling skyhigh. If prices are to be stabilised, if not to be reduced, then, taxation on the running vehicles especially of goods, must be curtailed and brought down. We are now trying to stabilise the food price. But by this increased taxation, it will fall upon either the consumer or the producer. Therefore, how is it possible to reduce the price line if taxation on conveyance is increased? That aspect has not been considered by the Government and I do not think, they mean to consider it. In Madras, there may be some taxation level. That does not mean, that we also must simply follow them. That is not a reasonable argument to be placed before us. In India there are 14 States and no comparative table has been supplied to this House to show whether we are on par with the all-India base or not. Simply to look to a particular State and increase the tax is not proper at all. I submit, that such an increase is not warranted so far as the present price structure is concerned. I know that the defence requirements and the IV Plan require huge amounts. But, let us stay at least during the present emergency which is threatening us from outside and then try to raise more and more funds.

Another thing is, what is the rational behind this proposal to increase the rate on these vehicles? That is not mentioned anywhere. Is it the opinion of the Government that these vehicles are getting much more profit or the running of those vehicles is at a lesser cost and that they are amassing wealth by the use of these vehicles? Nothing has been given to us. So, I submit that the proposal for increase of these taxes on vehicles is not reasonable and unless Government comes forward with a detailed statement about the cost of these vehicles, the running cost of these vehicles, the different kinds of goods to be confined and that this proposal to increase will not in any way affect the producer or consumer, it is not possible for us to give any sort of support to this taxation measure.

† ಶ್ರೀ ಸಿ. ಜಿ. ಮುಕ್ಕಣ್ಣಪ್ಪ.—ಸ್ವಾಮಿ, ಇದು ಒಂದೇ ಪದದ ತಿದ್ದುಪಡಿ, ಜನರು ಏನು ಅಷ್ಟೊಂದು ಗಾಬರಿಯಾಗಬೇಕಿಲ್ಲವೆಂದು ಮಂತ್ರಿಗಳು ಹೇಳಿದರು. ನಾನು ಹೇಳುವುದಿಷ್ಟೆ :

(ಶ್ರೀ ಸಿ. ಜೆ. ಮುಕ್ಕಣ್ಣಪ್ಪ)

ಸಾಮಾನ್ಯವಾಗಿ ಜನಗಳಮೇಲೆ ಅಪ್ರತ್ಯಕ್ಷವಾಗಿ ಯಾವ ರೀತಿಯಲ್ಲಿ ಈ ತೆರಿಗೆ ಬೀಳುತ್ತದೆಂಬುದನ್ನು ಸರ್ಕಾರ ಯೋಚನೆ ಮಾಡಲಿಲ್ಲ. ಪ್ರೈಸರ್‌ಲೈಸ್ ಹೋಲ್ಡ್ ಮಾಡುವುದಕ್ಕೆ ಇದರಿಂದ ಎಷ್ಟರಮಟ್ಟಿಗೆ ಸಾಧ್ಯ ಎಂಬುದನ್ನು ಸನ್ನ ಮಾನ್ಯ ಸ್ನೇಹಿತರಾದ ಶ್ರೀಮಾನ್ ವಿ. ಎಸ್. ಪಾಟೀಲ್ ಅವರು ಹೇಳಿದರು. ಸುಮಾರು 50 ಲಕ್ಷ ಮೋಟಾರ್ ಸ್ಪಿರಿಟ್, ಪೆಟ್ರೋಲ್ ಎಂದು ಹೇಳಿದ್ದೀರಿ. ಯಾವಯಾವುದರ ಮೇಲೆ ಈ ತೆರಿಗೆ ಬೀಳುತ್ತದೆಂಬುದು ಇದರಲ್ಲಿ ಸ್ಪಷ್ಟವಾಗಿಲ್ಲ. ಪೆಟ್ರೋಲಿನಲ್ಲಿಯೂ ಈ ತೆರಿಗೆ ಯಾವ ಯಾವುದರ ಮೇಲೆ ಬೀಳುತ್ತದೆಂಬುದನ್ನು ನಮೂದಿಸಿಲ್ಲ. ಆ ರೀತಿ ಕೊಟ್ಟಿದ್ದರೆ ಚೆನ್ನಾಗಿತ್ತು. ಇದು ಬಸ್ಸುಗಳ ಮೇಲೆ ಬೀಳುತ್ತದೆ. ಇನ್ನು 3-4 ತಿಂಗಳುಗಳಾದ ಮೇಲೆ ಮತ್ತೆ ಈ ಸಭೆ ಸೇರಿದಾಗ ನಾವು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿದ್ದೇವೆ. ರಿವೈಜ್ಡ್ ರೇಟ್‌ನ್ನು ಅಂಗೀಕಾರ ಮಾಡಬೇಕು, ಬಸ್ ಚಾರ್ಜ್ ಜಾಸ್ತಿ ಮಾಡಬೇಕು ಎಂದು ಹೇಳುತ್ತೀರಿ. ಇದು ಇನ್‌ಡೆಸ್ಟ್ರೀಕ್ಟಾಗಿ ಯಾರ ಮೇಲೆ ಬೀಳುತ್ತದೆಂಬುದನ್ನು ನೋಡಬೇಕು. ಏಕೆಂದರೆ ಇವತ್ತು 23 ಲಕ್ಷ ರೂಪಾಯಿಗಳನ್ನು ಉಳಿಸುವುದಕ್ಕೆ ಸಾಧ್ಯ. ನಾಳೆ 46 ಲಕ್ಷ ರೂಪಾಯಿಗಳಷ್ಟು ಹಣ ಉಳಿಸಬಹುದೆಂದು ಈ ರೀತಿ ಮಾಡಲಬಹುದು. ಸುಮಾರು 89 ಲಕ್ಷ ರೂಪಾಯಿಗಳಷ್ಟು ಹಣ ರಾಯ್ಡ್ ರೆವಿನ್ಯೂ ಅರಿಯೆ ರಾಯಚೂರು ಭಾಗದಲ್ಲಿದೆ. ಇದನ್ನು ಸರಿಯಾಗಿ ವಸೂಲು ಮಾಡಿದರೆ ಇಂತಹ ಹೊಸ ತೆರಿಗೆಯನ್ನು ಹಾಕಲೇ ಬೇಕಾಗಿಲ್ಲ. ಇರತಕ್ಕ ಬಾಕಿಯನ್ನು ವಸೂಲು ಮಾಡಿದರೆ ಸಾಕು. ಏಕೆಂದರೆ, ಇವತ್ತು ಬೆಳಿಗ್ಗೆ ಪ್ರಶೋತ್ತರ ಕಾಲದಲ್ಲಿ ಮಾನ್ಯ ಮಂತ್ರಿಗಳು ಉತ್ತರ ಕೊಟ್ಟಿರುವ ಪ್ರಕಾರ ನೋಡಿದರೆ, ಸುಮಾರು 5½ ಕೋಟಿ ರೂಪಾಯಿಗಳಷ್ಟು ಹಣ ಇನ್ನೂ ಮೈಸೂರು ಸರ್ಕಾರದ ಖಜಾನೆಗೆ ಬರತಕ್ಕದ್ದು ನಿಂತಿದೆ. ಸರಿಯಾಗಿ ವಸೂಲು ಮಾಡಿದರೆ ಬಂಡಿತ ಈ ಹಣ ಸರ್ಕಾರಕ್ಕೆ ಬರುತ್ತದೆ. ಆದರೆ ಡೈರೆಕ್ಟಾಗಿ ಕಂದಾಯ ವಸೂಲು ಮಾಡುವುದಕ್ಕೆ ಹೋದರೆ ಯಾರು ಕಂದಾಯ ಕೊಡುತ್ತಾರೋ ಅವರಿಗೆ ನಿಜವಾಗಿ ಬಾಧಕ ವಾಗುತ್ತದೆ. ಇಂತಹ ತೆರಿಗೆಯನ್ನು ಏಧಿಸಿ 23 ಲಕ್ಷ ರೂಪಾಯಿಗಳನ್ನು ಪಡೆಯುವುದಕ್ಕೆ ಬದಲು ಬಾಕಿ ಇರತಕ್ಕ 5 ಕೋಟಿ ರೂಪಾಯಿಗಳನ್ನು ವಸೂಲಿಮಾಡಿ. ಅದರಲ್ಲಿ ಬೇಕಾದರೆ ಶೇಕಡ 25 ಭಾಗದಷ್ಟು ರಿಡಕ್ಷನ್ ಕೊಡಿ. ಉಳಿದ ಶೇಕಡ 75 ಭಾಗವನ್ನು ವಸೂಲಿಮಾಡಿ ಅಥವಾ ಶೇಕಡ 50 ಭಾಗದಷ್ಟು ರೆಮಿಷನ್ ಕೊಟ್ಟು ಉಳಿದ ಶೇಕಡ 50 ಭಾಗವನ್ನು ವಸೂಲಿಮಾಡಿ. ಆಗ ಸುಮಾರು 3 ಕೋಟಿ ರೂಪಾಯಿಗಳಷ್ಟು ಹಣ ಖಜಾನೆಗೆ ಬರುತ್ತದೆ. ಇದು ಸಮಂಜಸವಾಗಿದೆ. ಇಲ್ಲದಿದ್ದರೆ ಬಹಳ ಕಷ್ಟ ಪರಿಣಾಮವುಂಟಾಗುತ್ತದೆ. ಈಗಾಗಲೇ ಸಪ್ಲಿ ಮೆಂಟರಿ ಡಿಮ್ಯಾಂಡನ್ನು ಪಾಸ್ ಮಾಡಿಕೊಂಡಿದ್ದೀರಿ. ಇದರಲ್ಲಿ ಬೇಡವಾದ್ದಕ್ಕೆ ರಾಜ್ಯ ಖರ್ಚು ಮಾಡುತ್ತಿದ್ದೀರಿ. ಒಂದು ಕಡೆ ಇಕಾನಮಿ ಮಾಡುತ್ತೇವೆಂದು ಹೇಳುತ್ತೀರಿ. ಅದನ್ನು ಜಾಗೃತ ಇಂಪ್ಲಿ ಮೆಂಟ್ ಮಾಡಿಬಿಡುತ್ತೇವೆಂದು ತಮ್ಮ ಒಂದು ಫೈನಾನ್ಸಿಯಲ್ ಸ್ಟೇಟ್ ಮೆಂಟಿನಲ್ಲಿ ಹೇಳುತ್ತೀರಿ. ಸಪ್ಲಿ ಮೆಂಟರಿ ಡಿಮ್ಯಾಂಡಿನಲ್ಲಿ ರಾಮಚಂದ್ರರಾವ್ ಕಮಿಷನಿಯವರು ಹೇಳಿರುವ ಪ್ರಕಾರ ಎಕ್ಸ್‌ಪೆಂಡಿಚರ್‌ನಲ್ಲಿ ಇಕಾನಮಿ ಮಾಡಬೇಕು, ಹೊಸದಾಗಿ ತೆರಿಗೆ ಹಾಕಬೇಡಿ ಎಂದು ನಾವು ಹೇಳಿದರೂ ಅದನ್ನು ಜಾಗೃತವಾಗಿ ಇಂಪ್ಲಿ ಮೆಂಟ್ ಮಾಡದೆ ಸರ್ಕಾರದವರು ಆ ಕಾರ್ಯದಲ್ಲಿ ಎಫಲರಾಗಿದ್ದಾರೆ. ಸಮಿತಿಯವರ ಸಲಹೆಗಳ ಪ್ರಕಾರ ಬೇಕಾದಷ್ಟು ಹಣವನ್ನು ಇವರು ಉಳಿಸಬಹುದೆಂದು ನಾನು ಹೇಳುತ್ತೇನೆ. ಏಕೆಂದರೆ, ಈಗಾಗಲೇ ಅಪ್ರತ್ಯಕ್ಷವಾಗಿ ಬಡ ರೈತರಿಗೆ, ಬಡ ಕೂಲಿಗಾರರಿಗೆ ಜೀವನ ನಡೆಸುವುದೇ ದುರ್ಭರ ವಾಗಿರುವ ಕಾಲದಲ್ಲಿ ಅವರ ಮೇಲೆ ನಾನಾ ವಿಧವಾದ ತೆರಿಗೆಗಳು ಬೀಳುತ್ತಿದೆ. ಆದ್ದರಿಂದ ಮತ್ತೆ ಈ ಬೇರೊಂದು ರೀತಿಯಲ್ಲಿ ತೆರಿಗೆ ಹಾಕಿ ಬಾಧೆ ಕೊಡುವುದನ್ನು ಬಂಧಿತವಾಗಿ ತಪ್ಪಿಸಬೇಕು. ಶ್ರೀಮಾನ್ ಪಾಟೀಲರು ಹೇಳಿದಂತೆ ಟ್ಯಾಕ್ಸ್‌ನಲ್ಲಿ ಸ್ವಲ್ಪಮಟ್ಟಿಗೆ ಏನಿದೆ ಅದನ್ನು ಕೂಡಲೇ ಕಡೆಮೆ ಮಾಡಬೇಕು. ಏಕೆಂದರೆ ಕಟ್ಟಡ ತೆರಿಗೆ ಎಂಬುದಾಗಿ ಏನಿದೆ ಅದನ್ನು ಈ ಸರ್ಕಾರದವರು ಜನಗಳ ಮೇಲೆ ಏಧಿಸಿ ಈಗ ಇವರೇ ಸುಪ್ರೀಂ ಕೋರ್ಟಿಗೆ ಹೋಗಿದ್ದಾರೆ. ಆದ್ದರಿಂದ ಈ ಸರ್ಕಾರದವರಲ್ಲಿ ನಾನು ಆರಿಕೆ ಮಾಡಿಕೊಳ್ಳುವುದೇನೆಂದರೆ, ಈ ಮೋಟಾರ್ ಸ್ಪಿರಿಟ್ ತೆರಿಗೆ ಯಾವಯಾವುದರ ಮೇಲೆ 5 ರಿಂದ 8 ರವರೆಗೆ ಅಂದರೆ 3 ಪೈಸೆ ಜಾಸ್ತಿಯಾಗುತ್ತದೆಂಬುದನ್ನು ಈ ಸಭೆಗೆ ತಿಳಿಸಬೇಕೆಂದು ಹೇಳಿ ನನ್ನ ಮಾತನ್ನು ಮುಗಿಸುತ್ತೇನೆ.

† Sri ANNA RAO GANAMUKHI.—Mr. Speaker, although this is a small bill it will have a considerable impact not only on the poor but also on the price structure of the country. Day in and day out we want to freeze the price level of all commodities but directly or indirectly the Government is contributing towards rising prices of every commodity in

the country. On the one side the Government of India raises taxes and on the other the State Governments are raising taxes and the consequences of these taxes are swelling from day to day. Here it is stated that although there was some reasoning behind in fixing 9 paise on the petrol and 5 paise on other motor spirit, the petrol is consumed mostly by well to do people and it falls to some extent on motor users. But in the case of motor spirit, may I say that it is consumed mostly by the M.S.R.T.C. Recently the Hon'ble Minister for Transport was stating that Rs. 50 lakhs of tax had to be paid by the M.S.R.T.C. as a result of rise in the price of various motor parts and diesel oil. As a result of this measure also I think the M.S.R.T.C. will have to pay more tax. I think this covers kerosene also. Motor spirit is mostly consumed by the goods vehicles, commercial vehicles and M.S.R.T.C. and by passing this bill it will impose burden not only on the vehicles but on the people as well. If we take the taxation structure, in the whole world we know from figures that our motor vehicles are subjected to heavier taxation. On the whole one motor vehicle is taxed about Rs. 2,000 in India whereas in other countries there is lesser tax. So, are we not doing harm to the use of the motor vehicles? Not only that but also are we not contributing considerably to rise in prices? If tomorrow foodgrains are to be shifted from one place to another, will this not add to the price of foodgrains? Let us study the economics of this increase. I think our Government has no regard whatsoever for the economics of the country. Our economy is going to dogs.

Mr. SPEAKER.—Has the Hon'ble Member any alternative suggestion?

SRI ANNA RAO GANAMUKHI.—I am opposing the Bill and what alternate suggestion could be there? Just now Sri C. J. Mukkannappa said that we must tap other sources and not add to the raise in prices. Already we know that this year's ceiling price becomes next year's floor price. I think you are well versed in figures. What I have seen is that our motor vehicles are only vehicles in the world which are subjected to higher taxation. Should we not look into it and even the Motor Transport Committee has suggested that taxes should be reduced. I think this is not a proper measure especially at the time when we have to study the whole economy of the country by not resorting to such taxes. Although this is a small bill, its implications are grave and let the Minister state definitely what will be the increase in the consumption of M.S.R.T.C. and what is the expected increase in the rate charged on passengers, what will be the impact on the vehicles in this part of the country. Every time it is stated that we are adopting the policy of the neighbouring State when it suits them. If the rate in Madras is higher, you adopt it and if the rate is lower in Maharashtra you do not want to adopt it. The result is that every day rates are increased and so the country is more and more burdened. The result is there will be rise in prices and people feel the impact of such a measure. I do not think this Bill is in any way conducive to freeze the rise in prices.

**Sri H. R. KESHAVA MURTHY.**—I stand to oppose the Bill. In the original Act the difference between the rate of taxes on petrol and motor spirit was 4 paise—in the case of petrol it was 9 paise and in the case of motor spirit it was 5 paise. This difference was fixed with some intention. Now the rate of tax on petrol is not raised. Those persons who are placed in the higher strata of society do not want the rate of tax on petrol to be raised. At the same time they want to raise the rate on motor spirit which is consumed mostly by ordinary people. So far as diesel oil is concerned it is used by rice mills, oil mills and other mills; this is used for transport vehicles. All these are meant for the ordinary people. So, why should they not raise the rate of tax on petrol? If they had raised *pro rata* the tax on petrol, we would not have raised any objection. As it is, there is discrimination because they have taxed only motor spirit and not petrol.

5-00 P. M.

**†Sri V. M. DEO (Gubbi).**—This is a self defeating Bill. ಏಕೆಂದರೆ ಎಂ. ಎಸ್. ಆರ್. ಟಿ. ಸಿ. ನಷ್ಟ ತೋರಿಸುತ್ತಿರುವುದು ನಿಮಗೆ ಗೊತ್ತಿದೆ. ಪಂಚ ವಾರ್ಷಿಕ ಯೋಜನೆಗಳಲ್ಲಿ ಹೇಳಿದ್ದರಿ. ಸ್ಟೇಟ್ ಸೆಕ್ಟಾರ್ ಜಾಸ್ತಿ ಮಾಡಬೇಕು. ಪ್ರೈವೇಟ್ ಸೆಕ್ಟಾರ್ ಕಡಿಮೆ ಮಾಡಬೇಕು, ಅದರಿಂದ ದೇಶ ಮುಂದಕ್ಕೆ ಬರುತ್ತದೆ ಎಂದು. ನಾನು ಜಾಸ್ತಿ ಹೇಳುವುದಕ್ಕೆ ಹೋಗುವುದಿಲ್ಲ. ಆದಾಯ ಜಾಸ್ತಿ ಮಾಡಿಕೊಳ್ಳುವುದಕ್ಕೆ ಬೇರೆ ಬೇರೆ ಮಾರ್ಗಗಳಿವೆ. ಅದರಿಂದ ಈಗ ನೀವು ಮಾಡುತ್ತಿರುವುದು ತತ್ತ್ವಕ್ಕೆ ಬಹಳ ದೂರವಿದೆ, ಅನುಕೂಲ ಆಗಿದೆ. ನೀವು ಇದನ್ನು ಬಿಟ್ಟು ಬೇರೆ ಏನಾದರೂ ತಂದರೆ 'ಹೂಂ' ಅನ್ನುತ್ತೇವೆ. ಅದರಿಂದ ಆಳವಾಗಿ ಯೋಚನೆಮಾಡಿ, ರಿಸೋರ್ಸ್ಸ್ ಹೆಚ್ಚು ಮಾಡಬೇಕಾದರೆ ಏನು ಮಾಡಬೇಕೋ ಅದನ್ನು ಮಾಡಿ, ಬೇರೆ ತರಹ ಬಿಲ್ಲನ್ನು ತರಬೇಕಾಗಿದೆ ಎಂದು ಅಧ್ಯಕ್ಷರ ಮುಖಾಂತರ ಸರಕಾರವನ್ನು ಪ್ರಾರ್ಥಿಸುತ್ತೇನೆ.

**Sri RAMAKRISHNA HEGDE.**—Sir, before I try to meet the various points raised by the Hon'ble Members, I would like to remind the Hon'ble Members about the the financial position we have to face during the current year. Hon'ble Members might recall that the plan outlay for the current year was Rs. 56 crores with a clear gap in the budget of Rs. 8 crores. Out of the expected additional income by way of additional resources of Rs. 14 crores, we shall realise hardly Rs. 8 crores. So, there is a total gap of Rs. 8 plus 6, *i. e.* 14 crores. In addition to this we have to incur as a result of the two upward revisions in the dearness allowance scale an additional expenditure of Rs. 9 crores. Altogether, there is a shortfall of Rs. 14 plus 9, *i. e.* 23 crores. Out of this, we have attempted to curtail expenditure mainly on non-plan items and also to a certain extent on plan schemes and as a result of that we have been able to show a total cut of about Rs. 11 crores. The remaining gap will have to be met by raising additional resources and this is an important aspect of the problem towards which I would like to draw the attention of the Hon'ble members. Another aspect to which I should like to draw their attention is the taxation structure that prevails in the various States in the southern region and to the disparities that exist in their taxation structures. It has been the opinion of the Government of India and also of the Planning Commission that as far as possible there should be some sort of uniform taxation structure, whether it is sales tax or any other

tax provided that as a result of that uniformity trade is not affected in any State. Therefore, this measure has been placed before the legislature with a view not only to bring the level of taxation here to the level of taxation in other States but also with a view to have additional income for the State. The expected additional income by this measure is about Rs. 50 lakhs. I may inform the Hon'ble Members that in Madras the rate is 8 paise per litre and in Andhra it is 7 paise while in Kerala it is 20 per cent *ad valorem* which is still higher. Therefore, it is necessary that we also should rise to this level so that we may have additional income. One or two Hon'ble Members pointed out that the State Transport Corporation will probably have to incur an additional expenditure on account of this. That cannot be helped. That is not the only consumer, though it is a substantial consumer. There is goods traffic which has not been nationalised and even passenger routes have not been completely nationalised. Therefore, the bulk of the incidence of this taxation will fall upon goods traffic and I do not think there will be direct effect on the consumer. Therefore, I appeal to the Hon'ble Members that they might approve this Bill unanimously.

Mr. SPEAKER.—The question is that the Mysore Sales on Motor Spirit Taxation (Amendment) Bill, 1965 be taken in to consideration.

*The motion was adopted.*

Mr. SPEAKER.—The question is :

“ That clause 2 stand part of the Bill. ”

*The motion was adopted.*

Clause 2 was added to the Bill.

Mr. SPEAKER.—The question is :

“ That clause 1, the Title and the Preamble stand part of the Bill. ”

*The motion was adopted.*

Clause 1, the Title and the Preamble were added to the Bill.

*The motion to pass.*

Sri RAMAKRISHNA HEGDE.—Sir, I beg to move :

“ That the Mysore Sales on Motor Spirit Taxation (Amendment) Bill, 1965, be passed ”.

Mr. SPEAKER.—The question is :

“ That the Mysore Sales on Motor Spirit Taxation (Amendment) Bill, 1965 be passed. ”

*The motion was adopted.*